

ward Russia and of Japanese intentions in Eastern Siberia probably will follow quickly the news that the Lenin government after four months of rule has surrendered completely to the demands of Germany and opened up the vast European and Asiatic territories to German economic and military penetration.

The question of Japan intervening in Siberia has brought from Foreign Secretary Balfour in the British House of Commons the declaration that he had every confidence in Japan's loyalty in any action it might be decided to take in the Far East. Japan, he said, would act as the friend of Russia and as the ally of the entire governments in helping Russia to combat German penetration and save the revolution.

AMERICAN TROOPS MAKE FIRST PERMANENT ADVANCE

American troops have made their first permanent advance into the German positions on the western front. Northeast of Badonvillers, in the Lunelville sector, trenches which the enemy were forced to abandon have been consolidated with the American first line. Repeated American raids on this sector and the effective work of the American gunners forced the Germans to give up the trenches. German efforts to regain the lost positions were repulsed by General Pershing's men.

The new position gives the American and French troops higher ground from which to operate against the common foe. Badonvillers is eight miles west of the German frontier, and is almost directly west of Strassburg, capital of Alsace. The American position here is about eighteen miles southeast of the Rhine-Marne Canal, where the Americans first entered the trenches last November.

AMERICANS OCCUPY GERMAN TRENCHES

WITH THE AMERICAN ARMY IN FRANCE, March 14.—American troops in the Lunelville sector have occupied and are holding enemy trenches north-east of Badonvillers, which they forced the Germans to abandon through repeated raids and concentrated artillery fire. The trenches have been consolidated with ours.

This, though a small forward movement, marks the first permanent advance by the American army in France. The consolidation of the trenches enables the Americans and French to operate from higher ground than heretofore.

The Germans made only feeble attempts to retake the position, but each time were repulsed.

MONDAY'S RAID ON COBLENZ CAUSES HEAVY DAMAGE

LONDON, March 15.—Monday's air raid on Coblenz caused very heavy damage in that city, according to German reports, says the Exchange Telegraph correspondent at Amsterdam.

Two munition factories were reported burning, the stations, and vast quantities of explosives, were continually going off, rendering the efforts of the firemen to extinguish the flames unavailing.

On the other hand Reuter's Amsterdam correspondent quotes the Cologne Gazette as saying that the hostile airmen who attacked the town of Coblenz at noon on Monday dropped about ten bombs which caused only slight material damage, none of which was military. Two women were killed and twenty persons injured, the newspaper stated.

STRIKE IN WORKSHOPS OF AUSTRIAN RAILWAYS

COPENHAGEN, March 15.—The men in the workshops of the Austrian railways have struck and refused to obey the orders of the military authorities to work, the Berlin Lokal Anzeiger states. The strike, it is added, is spreading to other factories.

TWENTY-SIX MISSING AS RESULT OF COLLISION

LONDON, March 15.—Twenty-six persons are missing in consequence of a collision between a naval vessel and the British steamship Rathmore. Survivors have been landed at Kingstown, Ireland, by destroyers.

The Rathmore, a vessel of 1,565 tons gross, owned in Dublin, was bound from Holyhead to Wales across St. George's Channel for Dublin. There were 616 passengers on board.

The collision occurred in mid-channel. The Rathmore, badly damaged, was towed to Dublin.

ITALIAN AND FRENCH LOSSES

Two Large and Six Smaller Vessels Sunk by Mine or Submarine.

ROME, Wednesday, March 13.—For the week ending March 9, 129 merchantmen entered, and 351 left, Italian ports, according to the official announcement made to-day concerning shipping casualties.

The Italians lost two steamers of more than 1,500 tons each, and one vessel under that tonnage. Two small sailing vessels also were lost. One steamer was attacked but without result.

NO LOSSES AMONG LARGER FRENCH VESSELS

PARIS, Wednesday, March 13.—For the week ending March 9, 129 merchantmen entered, and 351 left, French ports, according to the official announcement made to-day concerning shipping casualties.

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CALL TO RETURN SENT LEGISLATORS

(Continued from First Page.)

bers must show their patriotism and bear their own expenses in being an extension of the present session with the provision that they receive mileage at the rate of 9 cents per mile.

In case of an extra session the State must bear the expenses and pay the members at the regular rate.

Arrest German Strike Agitator.

BALTIMORE, Md., March 15.—Carl A. J. Goemann, a German alien, was taken into custody by Federal authorities here to-day. He is charged with having attempted to foment a strike in a factory working on government contracts.

WAR CASUALTY LIST HAS HUNDRED NAMES

Shows Comparatively Small Number of Men Killed in Action.

ILLNESS AND MANY ACCIDENTS

Report Indicates These Two Causes Were Responsible for Many of the Fatalities—Delay in Checking Withholds Some.

(By Associated Press.)

WASHINGTON, March 15.—More than 100 names were contained in the casualty list cabled the War Department to-day by General Pershing, but only sixty-two were made public to-night, because of delays in checking. Although the list was the longest yet received from France in a single day, the number of men reported killed in action was comparatively small. The great majority of the names were of men slightly wounded.

The sixty-two names made public were divided as follows: Killed in action, four; died of wounds, three; died from accidents, two; died of disease, five; wounded severely, four; wounded slightly, thirty-two. "Wounded" included the nearly fifty names withheld, contained those of several men killed in action, but most of them were of men slightly wounded.

The list follows:

Killed in action—Privates William Hiltner, Marshall H. Jarrett, Joseph E. White and Jean Desposita Moles.

Died of wounds—Sergeant Leroy W. Miller and Privates Ted A. Butler and Carl Larsen.

Died of disease—Lieutenant Richard H. Whitner and Private Edwin C. Todd.

Died of wounds—Private Charles M. McConard and Privates Ernest Edwards, Edmund G. Holmes, Elmer Reinhold, Muller and Joseph A. Yorkes.

Wounded severely—Sergeant Otto C. Leache and Privates Ralph R. Canick and William G. Carroll and Bugler Howard G. Barker.

Wounded—Lieutenants Louis W. Ross and John W. Apperson.

Wounded slightly—Lieutenants William P. Bledsoe, Granville M. Burrow, William C. Dabney, Sergeant Carl Kahn, Corporals Lewis Dager, Jacob Klein, Frank Phillips, Elmer Wenger and Privates Bernice Baldwin, Penley S. Beeler, John Beran, Perry C. Bradfield, Frederick J. Carr, Noah W. Cox, Joe J. Czaps, Frank J. Danke, Wally Schuyler, Arlo E. Dibble, Jacob C. Dillinger, Clay W. Dukes, Olaf Evenby, Harold R. Gerhart, Archie Fahlberg, Phillip Goldstein, Henry Kessler, Mike Klachko, Benjamin P. Moore, Max Myers, Dominick P. Nogi, Hjalmar G. Nelson, James J. O'Shaughnessy, Angelo Pagotto, Joseph P. Petrovich, Joseph Richter, Theodore Ross, Frank Rzebnik, Henry P. Schwalbach, Alvin Smiley, Percy J. Turner, Harry P. Weidman, Clare E. West and Elmer E. Wilson.

GERMAN AIR RAIDER HAS DRAMATIC END

"I Had My Orders," Is Reply to Charge That He Killed Women and Children.

(By Associated Press.)

PARIS, Wednesday, March 13.—Captain Schoeber, of Munich, who was aboard the bombing Gotha brought down at Esnes, in the department of Scheldt-Oise, on Monday night, met a dramatic end. His two companions were burned to death, but the captain managed to extricate himself from the blazing machine and to run away from it.

A French soldier saw him and killed him on the ground to extinguish his burning clothing.

General D—, commanding the lines of communication, was passing in an automobile and took the captain to a hospital where his condition was found to be hopeless. Although suffering severely from burns on all parts of his body, Captain Schoeber showed extraordinary self-control in answering questions of General D—.

"You had a mission to perform. Had you accomplished it or were you about to do so?" asked the general.

"I had already accomplished it, general."

"You went to Paris?"

"Yes, general."

"But wretch! You have killed women and children!" cried the general.

"I had my orders," was the reply.

Captain Schoeber died of his injuries during the morning.

KEEP FRENCH IRON MINES DEMAND OF PAN GERMANS

Region Lies in Far Corner of Lorraine in Front of American Sector.

WASHINGTON, March 15.—The Pan-Germans now demand that Germany retain as conquests the French Lorraine iron-mining district in French Lorraine, about Longwy and Briey. Without these districts Germany has iron ore only for fifty years more. The demand is voiced in an editorial in the Hamburg Nachrichten of January 17, received here to-day. It backs up a demand to this effect made by the chamber of commerce of Durlbach.

These iron districts lie in the far northeastern corner of Lorraine. They were the first object of the German attack, and have been responsible for the heroic struggles about Verdun. If the American forces north of Toul are to carry through their offensive the iron mines about Longwy and Briey will undoubtedly be their objective.

The Hamburg Nachrichten shows that the production of the French mines, now going to Germany, was before the war 1,100,000 tons a year, half of which was pure iron. This amount has been increased since the war began, for the paper says that the German mines would be compelled to almost double their production of 2,000,000 tons to keep up with the demands if French imports should be cut off after the war.

WILL HAVE NEW FACE

Propeller of Airplane Disfigures Aviation Corporal in Texas Training Camp.

SAN ANTONIO, TEX., March 15.—The first patient of the surgical reclamation division of the War Department in Washington, since the war will be Corporal Cyril J. Pavreux, of Kelly Field No. 2, who will be sent to that hospital to have a new face made. Corporal Pavreux was injured yesterday in taking a plane from a hangar. He stepped into a low place and the propeller struck him in the face, tearing the lower part of it away. After a consultation, physicians said the corporal would have to have new flesh grafted on the remnants of his shattered face. The operation probably will require the most highly trained skill developed by the war.

Announcement was recently made by Major Amel G. Cook, noted Scottish-American physician, who arrived this week to take charge of reclamation work here, that everything would be in readiness for such cases here in a short time. Such work can be done so skillfully, physicians say, that a new face will look as good as the old one, with the exception that it may be impossible to grow a beard.

Pavreux is twenty-nine years old. His home is in Indian Orchard, Mass.

National Capital News Cut Short

Happenings at Washington as Reflected in News Dispatches.

WASHINGTON, March 15.—Orders

diverting practically all Eastern shipments of coal from the Potomac and New River fields of West Virginia to tide-water, which became effective March 5, were canceled to-night by the fuel administration. Coal from these fields constitutes a large part of the supply of ships, but shipments of it to Eastern inland points now will be resumed.

A favorable report on a resolution of Senator New, of Indiana, requesting the War Department to give the Senate its reasons for withholding the addresses of soldiers in General Pershing's casualty lists, was ordered to-day by the Senate Military Committee. Senator New plans to ask its early adoption by the Senate.

Installation of payment of income and excess profits taxes is proposed in a bill introduced to-day by Senator Watson, of Indiana, amending the war tax law, and providing for payment of one-third each on June, September and December 15, with 3 per cent interest on the last two payments.

Secretary Daniels to-day instructed all naval commanders, in their discretion, to give forty-two hours leave beginning with the evening of March 21, to men of Jewish faith in the navy, that they may observe the feast of the Passover. Similar orders were given in the army last week.

Receipts at the Treasury to-day from the war savings campaign reached the \$100,000,000 mark. These figures represented only the actual cash received, and not the pledged subscriptions for the war savings stamps, which are estimated in excess of \$100,000,000, or about one-third of the total issue.

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TO LOCATE SECOND SITE

Wilmington to Be Inspected for Location of Second Government Shipyard.

(By Associated Press.)

WASHINGTON, March 15.—Another new government shipyard may be established on the South Atlantic coast and a representative of the Shipping Board will visit Wilmington, N. C., next week to inspect available sites.

It already has been definitely decided to establish a shipyard at Charleston, S. C.

The Charleston yard will have a capacity of four steel ships, and probably will be built on the site selected previously for a yard, the contract for which was canceled.

Absence of other overcrowded conditions in other cities which have made the housing of shipyard workers a difficult problem was one of the considerations which led to the selection of Charleston.

FRANK TALBOTT INJURED

Danville's Superintendent of Utilities Hit on Head Playing Volleyball.

(Special to The Times-Dispatch.)

DANVILLE, VA., March 15.—Frank Talbott, superintendent of public utilities, is confined to his bed as a result of a severe blow on the head sustained last night while he was playing volleyball on the Y. M. C. A. gymnasium floor. He fell backward, his head coming in contact with the wall. He was unconscious for some time, and was removed to his home. No fracture was discovered.

AMEND BANKING LAWS

WASHINGTON, March 15.—The Senate to-day passed a bill by Senator Owen, of Oklahoma, amending the national bank laws to permit banks to lend money on notes secured by Liberty bonds on Treasury certificates issued during the war. Loans would be limited to 50 per cent of a bank's capital and surplus. The bill goes to the House.

SHAKE INTO YOUR SHOES

Allen's Foot-Ease, the antiseptic powder to be shaken into the shoes and sprinkled in the foot, is the only remedy for itching, burning, and chafing of the feet. It is the only remedy for itching, burning, and chafing of the feet. It is the only remedy for itching, burning, and chafing of the feet.

CHILDREN

Should not be "dosed" for colds—apply "ex-tem-pore" Vicks' Vaporub.

(From Child's World and Your Home)

The court held there seemed to be no evidence upon which an unbiased tribunal could hold Mackay criminally culpable. Under the ruling, the pilot was discharged.

EX-SENATOR STEPHENSON, OF WISCONSIN, IS DEAD

Wealthy Lumberman Who Succeeded Senator John C. Spooner Passes Away at Marinette.

RECALLS HOT FIGHT FOR OFFICE

Was Forced to Defend Title to Senatorial Toga, but Investigation Failed to Show Large Sum Used in Campaign Was Corruptly Used.

(By Associated Press.)

MARINETTE, WIS., March 15.—Former United States Senator Isaac Stephenson died at 1:30 o'clock this morning.

Avoid from the fact that Isaac Stephenson, during his service as United States Senator, enjoyed the distinction of being the oldest, as well as the wealthiest Senator in the upper house of Congress, he ranked as one of the greatest producing lumbermen in the nation. The principal scene of his operations in the lumber industry was in Northern Michigan, that section having a large part of its development in the lumbering and mining industries to his efforts. His properties in that section are still among the largest holdings in the State, and his various industries there employ thousands of men.

Born near Fredericton, New Brunswick, June 18, 1828, he spent his early youth on his father's farm and in working in the lumber woods. He had practically no schooling. At sixteen he left home and went to Milwaukee. He found employment with the Wells Lumber Company and was associated with Daniel Wells, Jr., for many years. In 1857 he became an operator of lumber camps in his own interests.

His early political career included two terms in the Wisconsin Legislature and three terms in Congress.

AFTER INVESTIGATION

RETAINED SENATE SEAT

In May, 1907, he was appointed to fill the unexpired term of Senator John C. Spooner, resigned, and was elected to succeed himself in 1909. It was in connection with this election that the Wisconsin Legislature, after a lengthy investigation of the senator's campaign, filed charges with the United States Senate and asked an investigation into the election, alleging that money had been used to unduly influence votes. The investigating committee went into the matter exhaustively, and while they showed that Mr. Stephenson spent over \$112,000 to be elected, no undue influence or graft was shown, and he was retained in his seat by a vote of the Senate, 10 to 3.

Senator Stephenson always remained a plain, unassuming man. His greatest pleasure each year was to gather together a number of friends who enjoyed the outdoor life and "rough it" at an old lumber camp on his property above Escanaba, Mich.

Senator Stephenson owned the Bonita, one of the finest steam yachts on the Great Lakes. He seldom found time to enjoy the craft, but he found great pleasure in boating it to old friends, soldiers' associations, judges and similar organizations of his township.

To him and to the men whom he gathered about him in his various business ventures, his home city, Marinette, Wis., owes much of its prosperity and progress. He was always open-handed with his home town, and scattered about the city various buildings, libraries, parks and other memorials.

EXPECT HIRSCH VERDICT AT EARLY HOUR TO-DAY

Woman Takes Stand in Her Own Defense, and Court Orders Room Cleared.

COOK REHEARSES EVIDENCE

Man Already Convicted Testifies He Was Only Acting Part of Friend in Endeavoring to Arrange Settlement Basis of Blackmail Charge.

(By Associated Press.)

ATLANTA, March 15.—When the second day of the trial of Mrs. Margaret A. Hirsch, on the charge of attempted verbal blackmail of Asa G. Candler, millionaire Mayor of Atlanta, was concluded to-day the defense had rested its case and the State had started to introduce witnesses in rebuttal. Adjournment was taken at 5 o'clock until to-morrow. About ten witnesses remain to be used by the State, it was said, and a verdict in the case is expected some time to-morrow.

Mrs. Hirsch's appearance on the stand, and the testimony of J. W. Cook, jointly indicted with Mrs. Hirsch, and recently tried and convicted, were the outstanding features of an otherwise monotonous day.

Mrs. Hirsch took the stand red-eyed from weeping, after her counsel had outlined what they expected to prove by the testimony to be introduced. She immediately turned to Judge Hill and, in a tearful voice, asked:

"Will I have to tell my story before all these people?"

When she expressed a desire to have the courtroom cleared, Judge Hill gave instructions to banish all spectators and newspaper reporters from the room.

Next to Mrs. Hirsch, the principal witness of the day, from the standpoint of the defense, was Cook, who was on the stand for more than two hours, and was given a severe grilling by Attorney Arnold in the cross-examination. Cook rehearsed anew the details of what he claimed to have seen in Mayor Candler's office when Mrs. Hirsch visited there.

DECLARES ADAM SUGGESTED

SENDING WOMAN AWAY

After repeating the details of the meeting between the Mayor and Mrs. Hirsch on February 6, Cook declared that the suggestion of sending Mrs. Hirsch out of town came from Forrest Adam, and that Mayor Candler wanted him (Cook) to see her and arrange it. This he declined to do, Cook said. Continuing, the witness said he never made any demand for money, either on Candler or Adam, and maintained that his friendship for Mrs. Hirsch was open and known to her husband.

WANTS MEDICAL GENERALS

Surgeon-General Gorgas Asks for More Officers of Higher Rank in His Department.

(By Associated Press.)

WASHINGTON, March 15.—Creation of higher ranks in the army medical reserve corps was urged by Surgeon-General Gorgas to-day before the Senate Military Committee. The surgeon-general advocated a bill by Senator Owen, of Oklahoma, to provide for thirty-five major-generals and the same number of brigadier-generals in the reserve corps, and other grades in proportion.

General Gorgas said the army now has enough officers of lower rank for an army of 2,000,000 men.

TWENTY-TON BOWLDER WRECKS LIMITED TRAIN

Two Persons Killed and Twenty-Eight Injured in Crash on Pennsylvania.

SOLDIERS RENDER FIRST AID

Steel Cars Saved the Lives of Many Passengers, Say Officials of Railroad—Occupants of Sleepers Hear the Crash.

(By Associated Press.)

HARRISBURG, PA., March 15.—Two persons were killed and twenty-eight injured, only a few seriously, early to-day when a landslide in the Elizabethtown Cut, about nineteen miles east of Harrisburg, struck the Cincinnati, Indianapolis and Chicago Express on the Pennsylvania Railroad. Miss Rena Palmer, of Morgantown, W. Va., was crushed to death in a sleeping car in which Miss Vera Ravenscroft, of Pittsburgh, was fatally injured, dying on the relief train. Conductor E. E. Edwards, of this city, was probably fatally hurt.

Three hundred tons of earth and rock fell into the cut, striking two Pullman cars in the middle of train. One huge bowlder, weighing about twenty tons, struck the end of one car, lifting it up and the mass slid under the train, carrying the two sleeping cars, containing over fifty persons, over the tracks.

Charles Palmer, father of Mrs. Palmer, was among the injured. He learned of his daughter's death while being cared for in a hospital here. Most of the injured persons were given attention here. A squad of soldiers on the injured part of the train gave first aid.

An unidentified woman died on the first two cars of the train, which were run to this city with uninjured passengers and those slightly hurt. The injured were taken to the city hospital.

quest will be held at Lancaster. E. P. Edwards, of Harrisburg, conductor of the wrecked train, suffered fracture of both legs and internal injuries, and is in a serious condition.

None of the passengers was able to tell any story of the accident, except that there was a terrible crash and the two sleepers toppled over.



Good Pajamas

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Good fabric

Good finish

Good fabric—\$1.25 up.

Good satisfaction.

"Good night."

For men and boys.

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